

Application No.: 09/847,326

Docket No.: 20260-00072-US

REMARKS

Claims 29-37 and 39-44 are pending in the application.

Withdrawal of the rejection of the claims under 35 U.S.C. § 102(e) as being anticipated by Spaur et al. (U.S. Pat. No. 5,732,074) is requested. The present invention as exemplified by independent claim 41 is directed to a system which is used to test a CAN-system. A plurality of modules are connected in a CAN-system via a digital serial communication connection. Each module of a first group of modules is connected at different locations to control different equipment using the CAN communication network.

The CAN communication network has a second module which is fixed in location and which can communicate via radio-link to a portable control unit, as well as receive messages from the portable control unit and generate activation signals for transmission over the CAN system network. A maintenance person can take the portable control unit to each of the locations of the different equipment connected by the CAN network. The portable control unit can send messages for activating an individual piece of equipment at each location, and the operator can observe its operation. Further, commands generated at each of the locations may similarly be observed on the portable equipment.

Turning now to the cited reference to Spaur et al. (U.S. Pat. No. 5,732,074), a system is disclosed which communicates information from a CAN network of a vehicle to a remote standardized network such as the internet. Various remote stations can access the vehicle CAN system through a remote air link transfer control modem (see in particular FIGS. 1 and 2).

Each of the devices connected to the CAN bus are components of a vehicle. Additionally, peripheral items can be connected to the controller 30 (instead of through the CAN network 124) and monitored remotely.

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The foregoing system does not permit any type of portable radio communication device to be moved from location to location along the network. Each of the vehicle devices which are connected via the CAN network 126 clearly could not be observed, nor can they be brought in proximity to the individual components.

It is clear that the cited reference while being able to access a CAN controller on a vehicle, does not permit any of the testing and supervision capabilities of the present invention.

Each of the Applicants pending claims include these limitations relating to the ability to move the portable control unit to a module location. Further, the claims (see in particular claims 29, 30 and 31) permit activation of the individual units connected to the modules of the CAN system. In the case of the vehicle, as set forth in the cited reference, it would not be likely, or warranted, to permit a remote terminal to generate commands for each of the items which are connected to the CAN bus. It appears that the system of the cited reference would collect data from each of the devices on the CAN bus but it is obvious that controlling the vehicle devices from the remote terminal would not be suggested by the reference.

Claim 44 is specific to the feature of both transmitting commands from the portable supervisory unit to each of the modules on the CAN bus, as well as receiving information generated by the equipment on the CAN bus, and monitoring that information. The bi-directional nature of both transmitting and receiving commands to individual modules is not apparent from the '074 patent.

In view of the foregoing, wherein the present claims call for features not disclosed or suggested in Spaur et al. (U.S. Pat. No. 5,732,074), Spaur et al. cannot suggest or anticipate the subject matter of the claims.

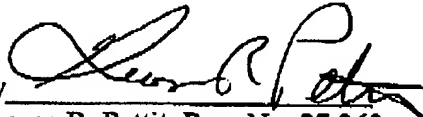
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Applicant believes no fee is due with this response. However, if a fee is due, please charge our Deposit Account No. 22-0185, under Order No. 20260-00072-US from which the undersigned is authorized to draw.

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Respectfully submitted,

By 

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